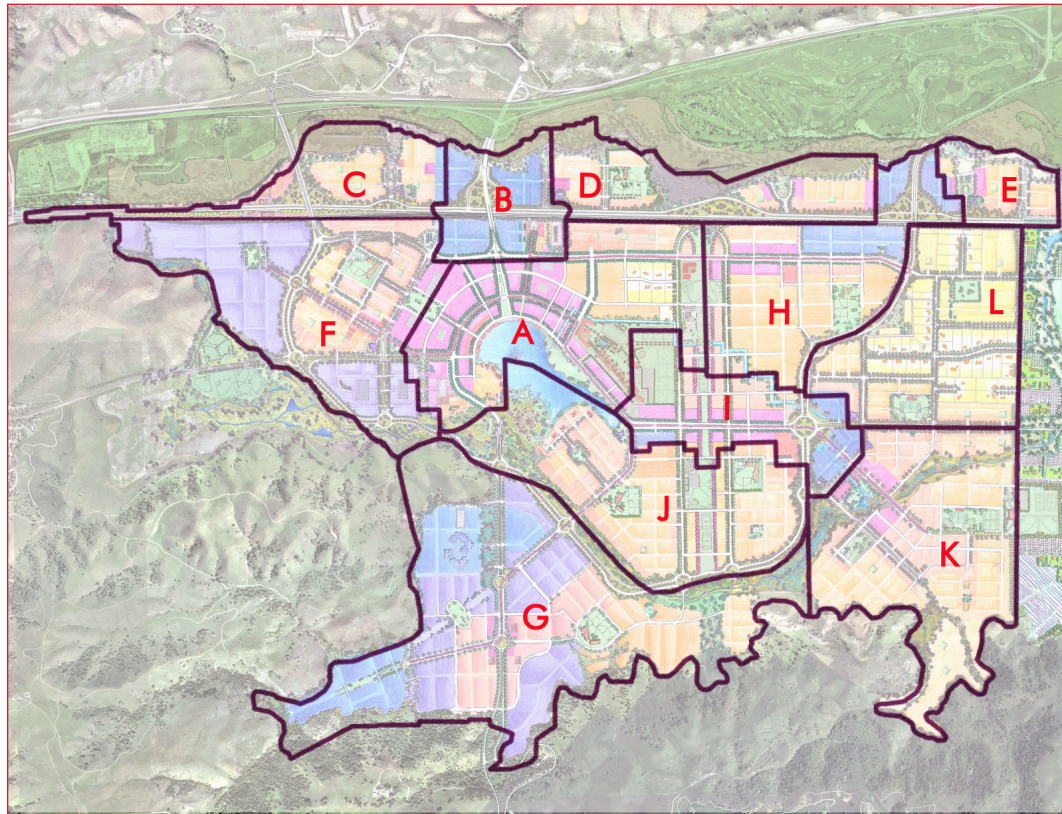


Planning Areas

Introduction

Notes



To make this document more user friendly and to facilitate the understanding of the scale and complexity of the CVSP, the Urban Area has been divided into twelve Planning Areas. The Planning Areas are lettered A through L and represent a diversity of neighborhoods. The purpose of Appendix One, Planning Area Details is to provide a detailed discussion of each these Planning Areas. Since the Greenbelt is not being planned for urban development, it has not been addressed in this document.

Each Planning Area is broken up into six major sections:

1. Urban Design Overview

This section discusses broad urban design concepts that characterize that particular Planning Area.

2. Response to Existing Environmental Footprint

Prior to developing a land use plan, the existing environmental conditions were identified and studied. This section identifies those existing conditions that constitute the environmental footprint of the Planning Area.

3. Public Realm

The Public Realm is defined as those aspects of the CVSP that will be part of the public environment of unique spaces, facilities and connections that will form the network of the Plan's core infrastructure. It includes:

Community Facilities

Consisting of schools, parks, the Lake, trails, community centers, libraries, fire stations, affordable housing sites, etc.

Roads and Transit

4. Non-Vehicular Circulation

The Non-Vehicular Circulation Plan identifies multi-use trails, sidewalks, open space trails and Class II Bikeways

5. Private Realm

The Private Realm includes physical environment that will be created and developed by individual landowners and developers, given the overall Goals and Objectives of the CVSP. It includes:

Connections

To ensure that the CVSP provides connectivity within and between neighborhoods, the major in-tract streets have been identified, and distinguishes between fixed location streets and those streets that are flexible.

Land Use

This section identifies the CVSP land use designations that apply to individual properties.

Detailed Land Use

This section breaks down the CVSP land use designations into a finer level of detail related to densities and land uses.

Minimum Development Target

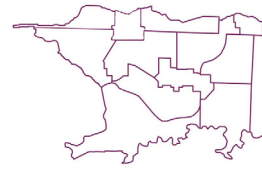
In this section, each Assessor parcel is identified within a minimum target for the number of dwelling units, industry driving jobs and square feet of commercial that should be met by that parcel.

6. Urban Form

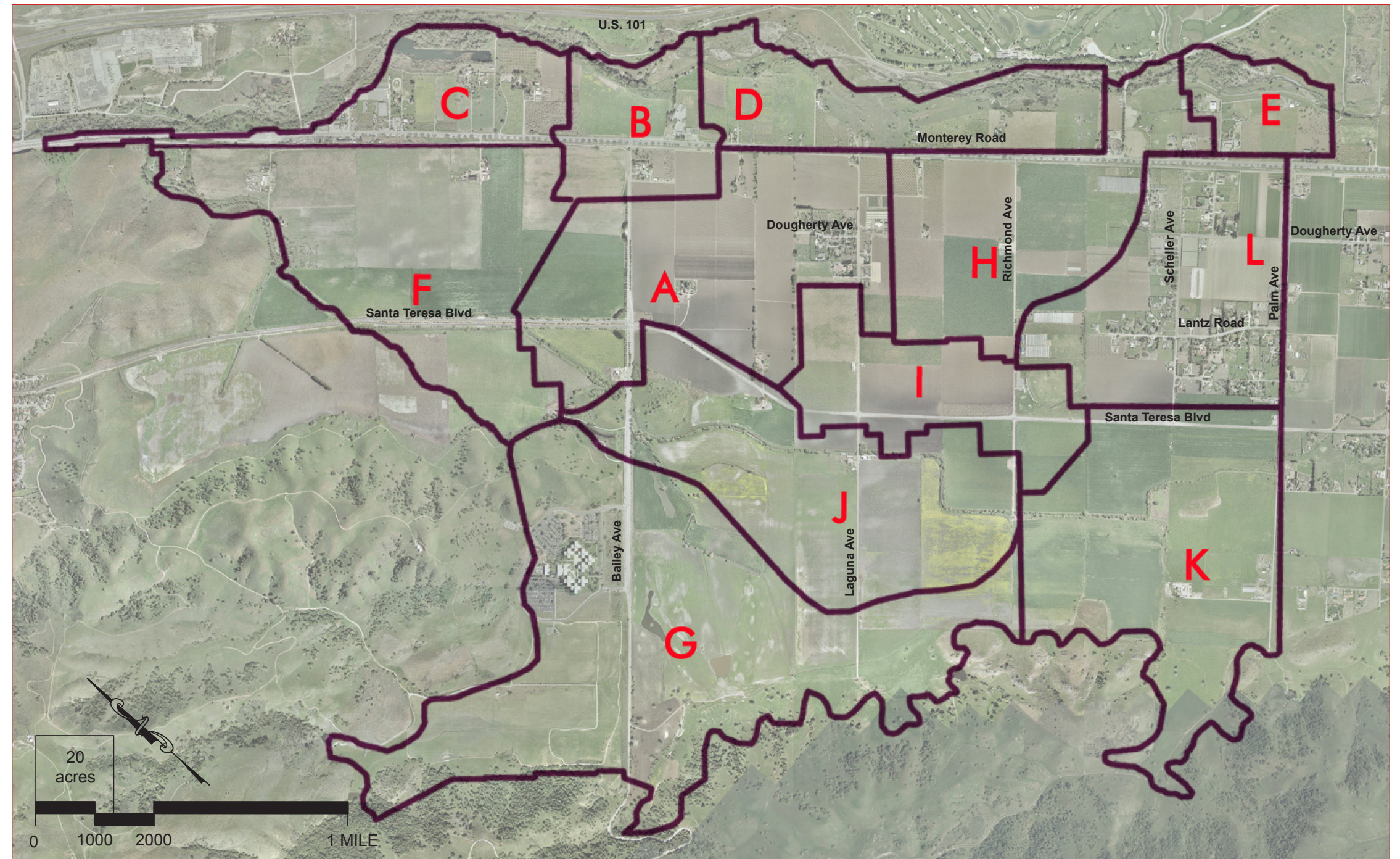
This section provides Objectives and Policies to ensure that the CVSP achieves urban form and character that will promote a walkable, bicycle friendly, transit oriented community and create a high-density livable urban community.

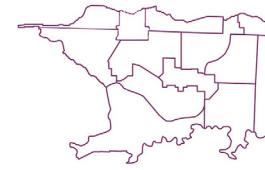
Planning Areas

Aerial Overview



Notes

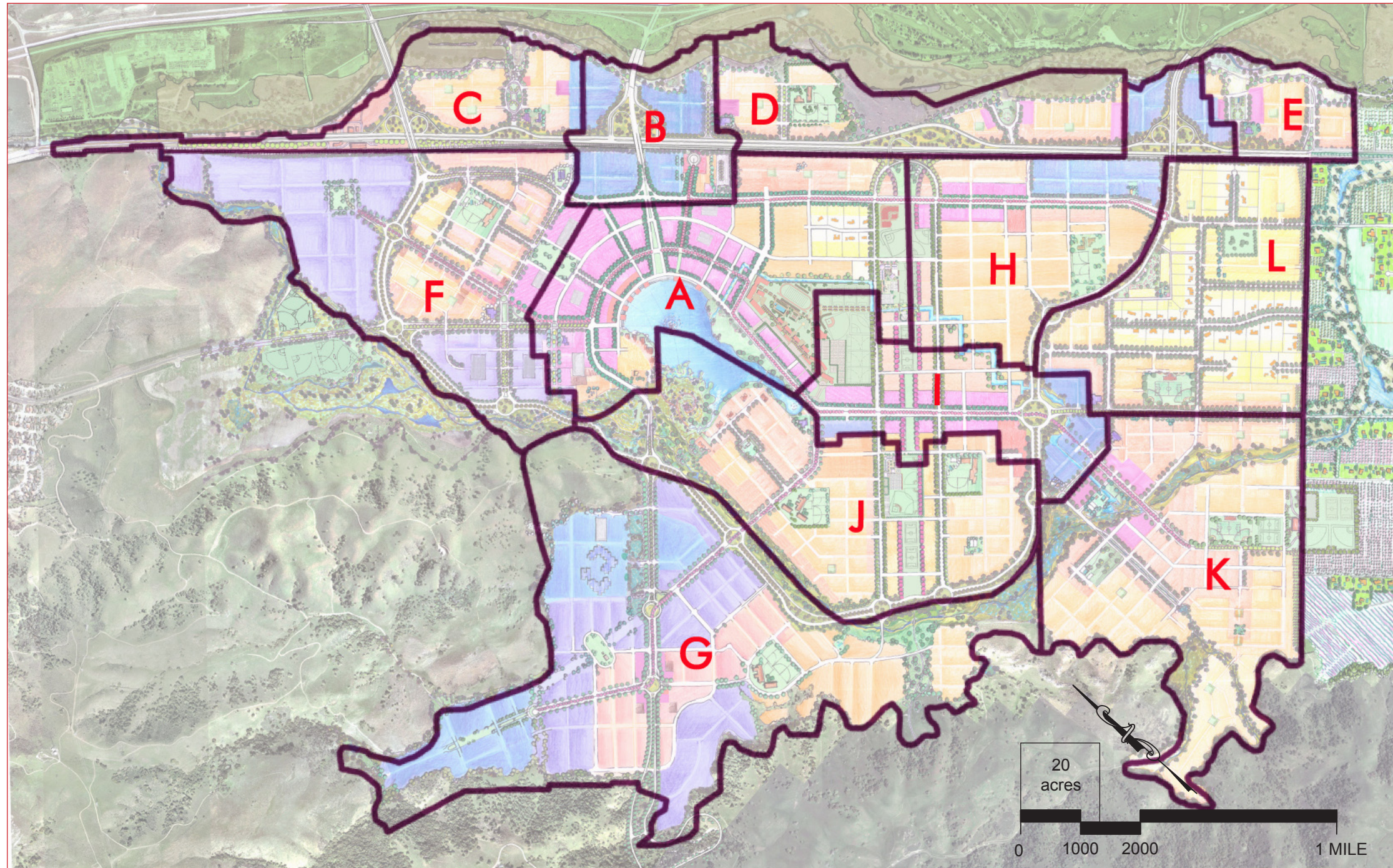




Planning Areas

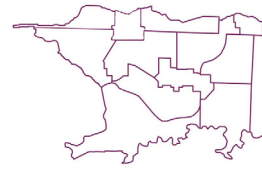
Illustrative Plan

Notes

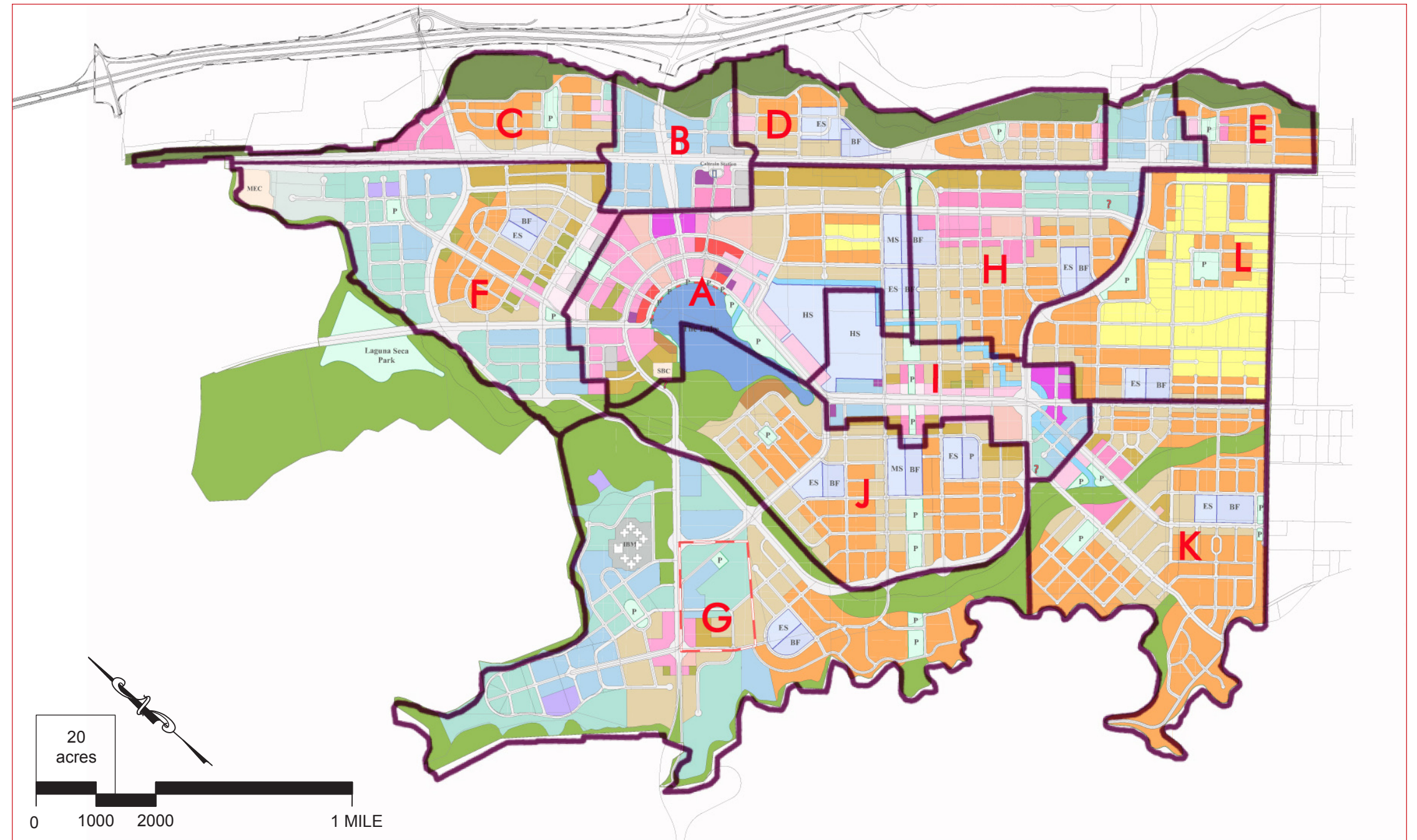


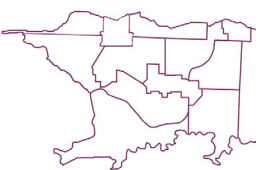
Planning Areas

Land Use Plan



Notes





Planning Areas

Land Use

Notes

CVSP Land Use Designation Descriptions

Residential

Low Density: 5-10 DU/AC

Lots ranging from about 4,000 square feet to 8,000 square feet typify this density range. This density range will provide opportunities for the creation of single-family lots that will function as transitions between the existing large lot estate lots in Planning Areas A and L and the new higher urban densities. This designation is only used in very limited locations, as the City Council’s Vision and Expect Outcomes for CVSP recommended a minimum residential density of ten units per acre. However, to preserve the integrity of the existing neighborhoods it has been necessary to include the low density designation as a transition zone around these neighborhoods.

Medium Density: 10-15 DU/AC

This density is typified by three types of single family detached residences: Two-story single family detached residences from 10 dwelling units per acre; two- and three-story single family detached cluster or patio homes from 12 dwelling units per acre; and, three-story-single family detached cluster residences from 14 dwelling units per acre. The medium density designation is used throughout the Plan in transition areas between higher intensity uses and open space areas. This density range is found adjacent to Coyote Creek County Park, in proximity to the Western Hills, the realigned Fisher Creek, the Coyote Valley Parkway, the existing residential estate subdivisions in Planning Areas A and L, and in proximity to the South Coyote Valley Greenbelt.

Medium-High Density: 15-35 DU/AC

A broad mix of three-story town houses, apartments and condominiums with private garages and/or surface parking typifies this density. This density is typically located as a transition between lower density single-family detached residences and high-density residential product types, mixed-use and workplace locations. This density range provides the largest number of residential units in the CVSP, approximately 40 percent.

High Density: 35-65 Dwelling Units Per Acre

Four-story wood-frame apartments and condominiums over or adjacent to structured parking at a density of 35-65 dwelling units per acre typifies this density range. This density is generally found between Coyote Valley Boulevard and the railroad where intervening parking structures can provide sound buffers to the railroad. This density is also located near mixed-use centers and in proximity to the Santa Teresa Boulevard mixed-use and fixed guideway transit corridor south of the Lake.

Legend

Land Use Designation

Residential

- Low Density (5-10 DU/AC)
- Medium Density (10-20 DU/AC)
- Medium High Density (30-45 DU/AC)
- High Density (45-65 DU/AC)
- Mid-Rise (75-100 DU/AC)
- Hi-Rise (100+ DU/AC)

Commercial

- Neighborhood Commercial
- Core/Regional Commercial

Industrial/Workplace

- Research and Development (0.2 - 0.3 FAR)
- Support Industrial (0.2 - 0.3 FAR)
- Campus Industrial (0.3 - 0.4 FAR)
- Industrial Park/Office (1.0 -1.5 FAR)
- Professional/Administrative Office (1.75 - 9.0 FAR)
- Existing Workplace

Mixed-Use

- Live Work/Loft (MU1)
- Office over Commercial (MU2)
- Residential over Optional Office (MU3)
- Residential over Optional Commercial (MU4)
- Hi-Rise Residential over Office (MU5)

Open Space

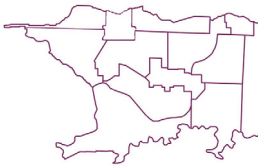
- Open Space
- Coyote Valley Lake
- Urban Canal
- Coyote Creek Park Chain
- Ballfields (Shared Facility)
- Public Parks (>=1 acre)

Public

- Educational (Elementary, Middle, High School)
- District Parking
- Public Transit
- R.O.W.
- Public Quasi Public
- Fire Station Locations
- Gavilan Property
- Future Caltrain Station

Planning Areas

Land Use



Mid-Rise Residential: 65-100 Dwelling Units Per Acre

This density is typified by five to nine-story, residential structures at a starting density of approximately 65 dwelling units per acre with parking provided within the structure. This is one of CVSP's highest urban densities and is found near Coyote Valley Boulevard and Coyote Valley Parkway and the four-lane collector street in Planning Area F, north of the Coyote Core. This density is also found near the intersection of Santa Teresa Boulevard and Bailey Avenue, and to a limited extent along Santa Teresa Boulevard south of the Central Commons. It is also found as a gateway element along Bailey Avenue as it approaches Spreckels Hill from the east. This density will provide visual identities in the Plan.

High-Rise Residential: 100+ DU/AC

This density is typified by 22-story, high-rise high-amenity/luxury residential towers at a density of 100+ dwelling units per acre, with parking within the structure. This is CVSP's highest density and is found on the westerly edge of the Lake near Spreckels Hill and on the southern shore of the Lake. These lakeside high-rise residential towers will generally provide their own on-site amenities, but will be able to enjoy the excitement of the Coyote Core and the natural open spaces around the Lake.

Commercial

Neighborhood Commercial

The neighborhood commercial designation is typified by small shopping centers of a neighborhood and community scale. Typical uses in this designation include retail and service establishments including supermarkets, gas stations, restaurants, general retail, personal service uses, and apparel. This designation is predominantly found in the areas north and south of Bailey Avenue (east of the Coyote Core area), east of Monterey Road, and around Santa Teresa Boulevard and Coyote Valley Parkway.

Coyote Core/Regional Commercial

The Coyote Core/Regional Commercial designation is intended to allow for an assortment of commercial uses that appeal to a more regional clientele such as large grocery and specialty stores, drug stores, hotels, multiplex cinema and theaters, restaurants, entertainment, clubs and other retailers. This designation is typically around the Lake, as well as along the fixed guideway transit line between the Lake and the Coyote Station.

Industrial/Workplace

Research and Development (0.2 - 0.3 FAR)

The Research and Development designation is typified by an assortment of industrial activities including research, laboratory, product development and testing, engineering and sales activities and any other basic research functions leading to new product development. Manufacturing facilities would be limited to pilot plant operations for construction and testing of prototype products. Biotechnology uses would also be allowed in this category, subject to specific criteria regarding maintaining a minimum 1,000 foot separation to residential, daycare, or educational uses and with appropriate safeguards to the groundwater sub-basin. The floor area ratio of these buildings is expected to range from 0.2 to 0.3. The buildings are anticipated to be one-story with on-site surface parking. Research and Development uses are located west of UPRR south of the Metcalf Energy Center, east of the existing IBM facility and northwesterly of Bailey Avenue at the end of the westerly fixed guideway transit line.

Support Industrial (0.2 - 0.3 FAR)

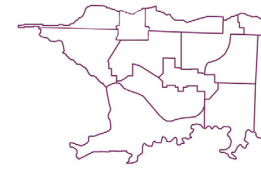
One-story buildings with surface parking and floor area ratios of 0.2 to 0.3 typify this designation. This designation provides for light industrial and manufacturing uses such as warehousing, wholesaling and light industrial, service industrial and light manufacturing uses. It also allows service establishments that serve only employees of businesses located within the immediate industrial area. This designation will allow for CVSP's fixed guideway transit vehicle storage yard and any necessary municipal storage yards for the City and Morgan Hill Unified School District. Support Industrial uses are found on the west side of the UPRR south of the Metcalf Energy Center.

Campus Industrial (0.3 - 0.4 FAR)

Campus Industrial is typified by two- to four-story corporate and high technology office uses with floor area ratios of 0.3 to 0.4. This industrial designation allows for a unique campus design concept that takes advantage of the sites natural surroundings and incorporates a substantial amount of landscaping and natural open space. The campus corporate workplace buildings are clustered around pedestrian ways with surface parking located behind the buildings to ensure that the workplace remains pedestrian- and transit-friendly. These areas may also contain a limited amount of supportive and compatible commercial uses, when those uses are of a scale and design providing support only to the needs of businesses and their employees within the immediate industrial area. The uses in this designation are industrial research and development, administration, marketing, assembly and manufacturing. Warehousing is allowed only when strictly ancillary to the primary uses.

Industrial Park/Office (0.4 - 1.5 FAR)

Industrial Park/Office is typified by four to seven -story corporate technology and office buildings with on-site structured parking with floor area ratios of 0.4 to 1.50. This designation is intended for a wide variety of industrial users such as research and



Planning Areas

Land Use

Notes

development, light manufacturing, testing and offices. These areas may also contain a limited amount of supportive and compatible commercial uses (such as restaurants, small gift shop/pharmacies, post office, small take-out salad/sandwich shops, coffee shops, cafes, etc.), when those uses area of a scale and design providing support only to the needs of businesses and their employees within the immediate industrial area. These commercial uses should be located within a larger industrial building to protect the character of the area and provide an integrated building mass. The higher density workplaces, seven-stories, are located on either side of Bailey Avenue between Monterey Road and Coyote Valley Boulevard as the signature gateway entering Coyote Valley from U.S.101. The predominate workplace uses in this land use will be four-stories. These are located at the three entries into the Valley from U.S.101, along Bailey Avenue and in proximity to IBM, and along Santa Teresa Boulevard south of the Lake and at the southern intersection of Santa Teresa Boulevard and Coyote Valley Parkway.

Professional/Administrative Office

Professional/Administrative Office is typified by downtown professional office and services uses in buildings ranging from four to twenty-stories with floor area ratios ranging from 1.75 to 9.0. These professional office uses will typically be served by off-site district parking structures. These professional/office uses are predominantly found flanking Bailey Avenue west of Coyote Valley Boulevard. The corporate workplace center at Santa Teresa Boulevard/Coyote Valley Parkway is typified by four-story office buildings creating a transition to the adjacent residential estate neighborhood.

Mixed-Use Areas

Live Work/Loft

The Mixed-Use 1 designation is typified by six-story Live Work loft/town homes with district parking for jobs and on-site parking for residences. These uses will have floor area ratios of between 1.40 and 1.75. The Mixed Use 1 designation is intended to provide a concentration of workers and residents within proximity to the fixed guideway transit, a neighborhood park and the Coyote Core area.

Office Over Commercial

Three floors of office over either Neighborhood or Regional Commercial typify this mixed-use designation. The predominance of this designation is found in relation to Regional Commercial areas. In these areas, floor area ratios will be in the realm of 1.75. Parking in these areas will all be located in district shared parking structures. This mixed-use designation is found predominately in the Coyote Core and then southerly along the Santa Teresa Boulevard fixed guideway transit corridor between the Coyote Core and Coyote Valley Parkway. The commercial component of this des-

ignation would not necessarily be retail uses, but could include service uses, community center, libraries, real estate agents, financial institutions, cafes and bookstores.

In areas with Neighborhood Commercial the floor area ratio will be .04. In these areas, parking will be either on-site surface parking or on-street parking. These areas are located in small neighborhood mixed-use centers that provide transitions between workplace locations and residential development, i.e. east of Monterey Road and between the workplace center and Fisher Creek in Planning Area K. The commercial component of this designation would not necessarily be retail uses, but could include neighborhood service uses such as hair salons, pharmacies, dry cleaners, cafes and bookstores.

Residential Over Optional Office/Commercial

Two or three floors of residential over optional office or commercial typify this mixed-use designation. These areas could transition over time to office uses, as the need grows. The floor area ratios for these areas will be between 1.00 and 1.90. Parking for this designation would include all residential parking within the structures and office parking on the street. These areas are predominately located behind the higher density mixed-use areas along Coyote Valley Boulevard south of the Central Commons perimeter streets, facing the Central Commons on either side of Santa Teresa Boulevard, as part of the transit village in Planning Area K, and in Planning Area C around the Hamlet.

Residential Over Commercial/Retail

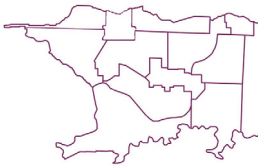
Three or four floors of residential over either Neighborhood or Regional Commercial typify this mixed-use designation. The floor area ratios range from 1.35 to 1.75. All residential parking is provided within the buildings. Parking for Regional Commercial will be located in shared district parking structures or on-street parking; Neighborhood Commercial parking will be either surface parking or on-street parking. The areas with Regional Commercial will be predominately located in the Coyote Core, including along the retail "Main Street", on either side of Bailey Avenue west of Santa Teresa Boulevard. The areas with Neighborhood Commercial will be found along either side of Coyote Valley Boulevard south of the Central Commons and on either side of the fixed guideway transit corridor north of the collector street in Planning Area F.

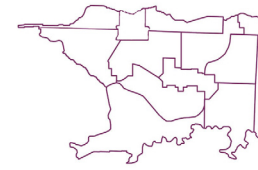
High-Rise Residential Over Office

This designation provides for 18 floors of residential over four floors of office. The floor area ratio is 3.6. This provides for on-site structured parking for residents and shared district parking for the office users. This designation is located near the Lake in the Coyote Core and along Santa Teresa Boulevard south of the Lake.

Notes

Planning Areas
Public Realm
Affordable Housing Sites





Planning Areas

Public Realm Affordable Housing

Notes

Affordable Housing Strategy

One of the significant aspects of the Coyote Valley Specific Plan is the provision of affordable housing units. The Vision and Expected Outcomes for the Specific Plan, as outlined by the City Council, specified that a minimum of 20% of the units within Coyote Valley must be deed-restricted for affordable housing units. The strategy for achieving this objective is discussed in Chapter ___ of the Specific Plan. To achieve a mix of affordable units ranging from Moderate Income (MOD) to Extremely Low Income (ELI), the housing program for the Coyote Valley Specific Plan establishes a mix of 80 percent rental and 20 percent for-sale units.

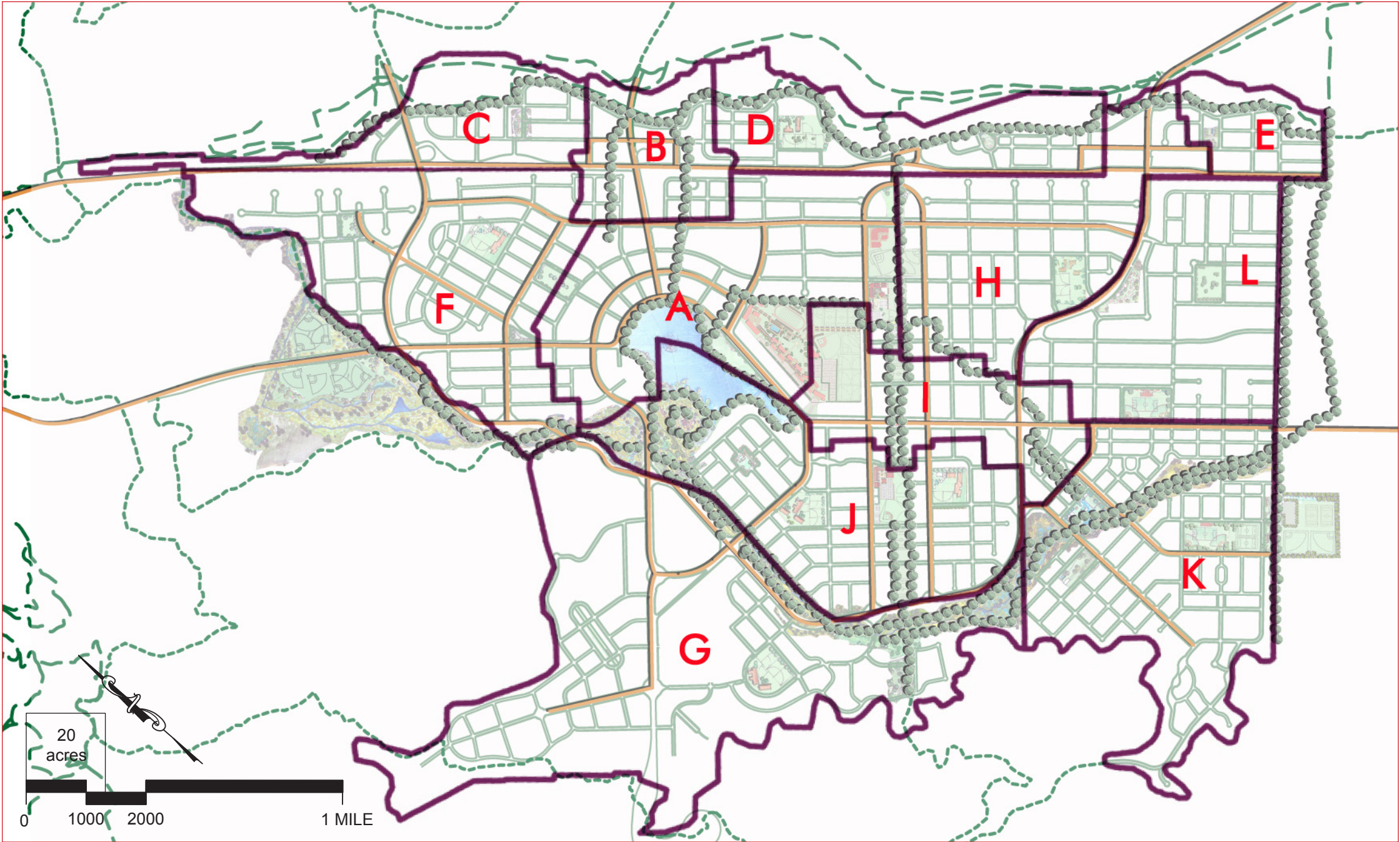
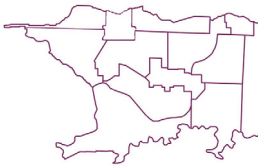
To satisfy the need to provide 80 percent of the units as rental units for Low Income (LI), Very Low Income (VLI) and Extremely Low (ELI) families and individual, the housing program has been designed to include a combination of both inclusionary and land dedication (land banking). Within this rental program, all of the ELI and VI units (___) and a portion of the LI units (___ units) will be within projects developed and administered by non-profit housing developers or agencies. The remainder of these units will be achieved as inclusionary units within individual projects throughout Coyote Valley.

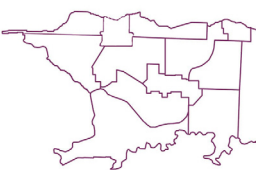
The for-sale housing component will provide a portion of the VLI units (___ units) on sites dedicated (land banked) for development preferably by a non-profit developer through “self-help”, “sweat equity” or other similar program. The remainder of the LI and MOD units will be provided as inclusionary units within individual projects throughout Coyote Valley.

To assure that adequate sites are available and distributed throughout the community, sites have been identified and included as part of the Public Realm Community Facility Infrastructure. These sites have been located to provide convenient access to schools, shopping, transit and parks. The distribution also has taken into consideration the potential phasing of the Coyote Valley Specific Plan to ensure that land is available to develop the affordable housing units in conjunction with the market rate units.

The Affordable Housing Plan on page 8 identifies the dedication sites for both the rental and for-sale units.

Planning Areas
Non-vehicular Connections










Planning Areas

Non-vehicular Connections

Notes

Legend

-  In-valley Multi-Use Trail
-  Sidewalks
-  Street with Striped Bike Lanes
-  Propose Multi-Use Open Space Trail
-  Existing Open Space Trail

The CVSP Urban Model conceptually starts addressing mobility from the smallest, most urban and pedestrian friendly component and works up. It concentrates activities and densities within an easy walk to transit. It prioritizes pedestrian safety and friendliness in intersection design. It creates a highly connected neighborhood network and it enhances neighborhood-to-neighborhood connectivity.

As illustrated on the Non-Vehicular Connections Map, the CVSP provides a multitude of opportunities for moving about the community without the need for the private automobile. The non-vehicular network includes: sidewalks, multi-use trails and designated bicycle lanes. At a smaller scale than is shown on this map, a network of paths, paseos, mid-block public walks and plazas will be provided in private developments. These smaller pedestrian connections, in conjunction with those connections shown on the Non-Vehicular Connections Map, will facilitate pedestrian and bicycle accessibility throughout Coyote Valley. This will create a permeable system of connections that provides grade separation for cars, transit, pedestrians, bikes and equestrians through the use of over-crossings, under-crossings, bridges and urban pedestrian-only spaces.

Sidewalks

With only a few exceptions, all street sections will include sidewalks on both sides. The exceptions include: the west side of Monterey Road; vehicular bridges over the Monterey Road/railroad corridor where exclusive pedestrian bridges are provided; residential stub streets serving less than ten homes; streets within parking fields; and rural streets.

Multi-Use Trails

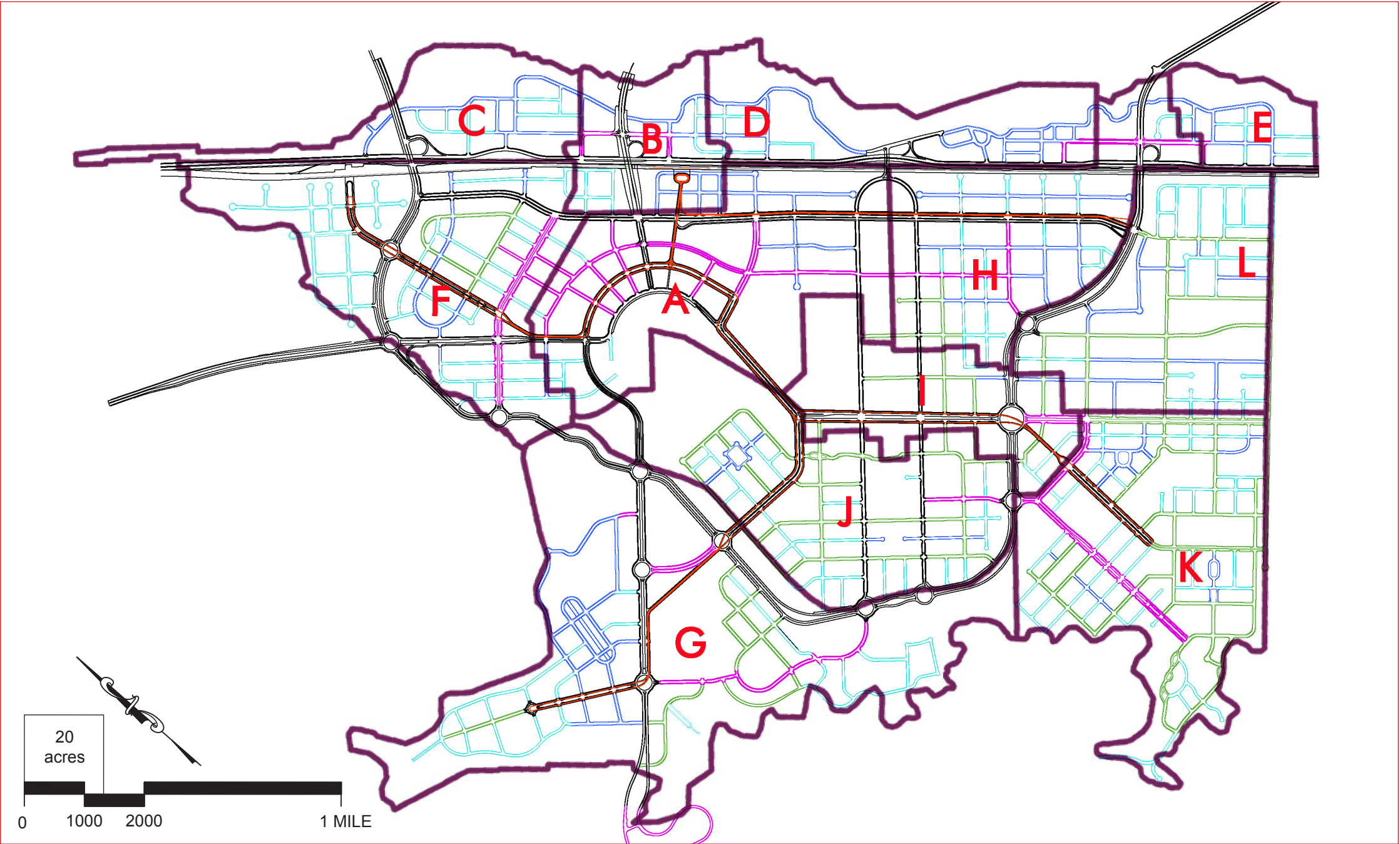
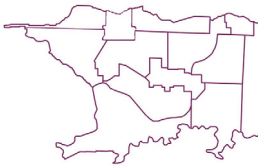
The CVSP provides over 20 miles of multi-use trails. They are designed to provide a continuous trail network for pedestrians, bicyclists and equestrians in settings that are enjoyable and safe. These multi-use trails include: Fisher Creek, Coyote Creek County Park Trail (within Urban Area), Coyote Valley Parkway, Lake loop-trail, and Urban Canal Park trail.

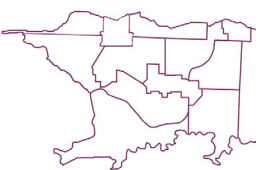
Bicycle Lanes

Class II bikeways (bike lanes) are provided on all major roads to provide connectivity throughout Coyote Valley. These exclusive bike lanes are striped between the curb or on-street parking and driving lanes. In addition to these designated bikeways, Class I bikeway (bike paths) are included as part of the multi-use trail network. Class III bikeways (bike routes) are non-designated routes that are shared with pedestrian or motor vehicle traffic.

For a further discussion of the Non-Vehicular Circulation element of the CVSP, see Chapter 6, Section 6.1 of the CVSP.

Planning Areas
Street and Transit Connections





Planning Areas

Street and Transit Connections

Notes

Legend

Public Infrastructure Street Network
These streets create the underlying Infrastructure Road Network for Coyote Valley.

Transit
The transit network is formed through the use of fixed transit guideways. These fixed guideway transit corridors will include:

- Single-side running fixed guideways;
- Double-side running fixed guideways; and,
- Transit stops

Busy Urban Streets
These streets are fixed in their locations. They are designed to:

- Carry fairly high volumes of traffic;
- Provide alternative routes through Coyote Valley;
- Integrate with the urban pedestrian experience;
- Provide primary neighborhood to neighborhood connections; and
- Provide connections to and aligns on civic focal points and public facilities.

Neighborhood Through Streets
These streets are generally fixed in their locations, but may be modified. They are designed to:

- Provide connectivity through neighborhoods and across Busy Urban Streets;
- Carry local neighborhood traffic; and
- Provides a through street network for in-Valley trips.

Destinations, Connections and Principles
These streets have fixed beginning, destination and property boundary points. They are designed to:

- Provide routes serving neighborhood and community facilities and destinations.

Block Principles and Patterns
These streets are flexible in their locations. They are designed to:

- Provide a neighborhood network of through streets;
- Provide streets encompassing blocks generally not exceeding four-acres in residential and mixed-use areas.

Notes